जहां तक चिकित्सा शिक्षा का सम्बन्ध है, भारत सरकार का यह दृष्टिकोण है कि इस तथ्य को ध्यान में रखते हुए कि जब तक पाठ्य-पुस्तकें सभी राष्ट्रीय भाषाओं में उपलब्ध नहीं हो जाती तब तक देश में चिकित्सा शिक्षा के समान स्तर को बनाए रखने की आवश्यकता है, अतः भारतीय परिषद् द्वारा दी गई सलाह के अनुसार, भाषा का माध्यम अंग्रेजी ही जारी रहेगा। जहां तक मेडिकल कालेजों में दाखिले के लिए परीक्षाओं के माध्यम का प्रश्न है, सरकार को इसमें कोई आपत्ति नहीं है, बशर्ते कि चिकित्सा पाठ्यक्रमों में दाखिले की लिए मानदण्ड के सम्बन्ध में भारतीय चिकित्सा परिषद् के विनियमों को अपनाया जाए।

Using of the same Railway rake by Baroda Express and Sayajinagri Express

1486. SHRI RAOOF VALIULLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the same rake is being used for the Baroda Express and the Sayajinagri Express running between Baroda and Bombay Central; if so, what is the gap between arrival of one train and departure of the other at each destination;

(b) what is the number of trips which the rake undertakes before maintenance is taken up and whether there have been complaints of unclean coaches for want of time;

(c) whether it is a fact that the departure of one train depends upon the arrival of the other in time and whether there have been frequent delays on accounts of this factor; and

(d) what is the standard pattern of maintenance of coaches between the actual journey of the trains and whether the same is being followed vigorously in case of these two trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir. 1 hour, 20 minutes at Vadodara and 45 minutes at Bombay Central.

(b) Maintenance is given at the end of each trip. There is no complaints of uncleaned coaches for want of time.

(c) Yes, Sir There have, however, not been frequent delays on this account.

(d) Coaches are given primary maintenance at the nominated terminal before commencement of journey(s), secondary maintenance at the other end and periodical overhaul as per prescribed interval in workshops. This is being followed in this case.

Rail link for the Inland Container Depot at Delhi to Kandla Port

1487. SHRI RAOOF VALIULLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to provide rail link for Inland Container Depot (ICD) at Delhi to Kandla Port; if so, by when a final decision in this regard would be taken;

(b) whether container traffic would be encouraged by the Railways, in view of Kandla port being the only outlet for the entire Northern India; and

(c) whether Government also propose to link other Inland Container Depots, with major ports in the country; if so, what are the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) and (b) At present it is not feasible to accept ISO container traffic from Kandla Port to Inland Container, Depot, Delhi on account of inadequate capacity. The proposal will be considered when the new Inland Container Depot is commissioned at Tughlakabad.

(c) At present Bombay Port is linked to Delhi and Ludhiana; Madras Port to Bangalore, Coimbatore, Guntur and Anaparti; Haldia Port to Guwahati and Cochin Port to Bangalore and Coimbatore ICDs. Linkage of other ICDs with Ports will be considered as and when ICD facilities are developed.

Losses Suffered by the Shipyards

1488. SHRI RAOOF VALIULLAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that various shipyards in the country are suffering huge losses; if so, what are those shipyards and what are their accumulated losses and the resons therefor;

(b) what is the basis of the price fixation by Government of the indigenously built ships and whether adequate subsidy is extended to bridge the cost price gap; if so, what are the details thereof;

(c) whether it is also a fact that the debt servicing charges have put heavy financial burden on Cochin shipyard Ltd., if so, what is the present interest burden, per annum, an the rate of interest; and

(d) whether Cochin Shipyard Ltd has represented to Government for financial assistance; if so, what are these proposals and whether they are being considered by Government?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir. Except Goa Shipyard Ltd., all the Public Sector shipyards under Government of India have accumulated losses. The details of the accumulated losses, as on 31-3-88, are as follows:—

(Rs. in crores)

S.No.	Name of the shipyard	Accumulated losses	
1.	Hindustan Shipyard Ltd., Visakhapatnam	147.23	
2.	Cochin Shipyard Ltd., Cochin	91.05	X'
3.	Hoogly Dock & Port Engineers Ltd., Calcutta	10.06	

'X' (These shipyards are under the administrative control of Ministry of Surface Transport).

4.	Mazagon Dock Ltd., Bombay.	95.56	'X'
5.	Garden Reach Shipbuilders & Engineers Ltd., Calcutta	99.49	

'X' (These shipyards are under the administrative control of Ministry of Defence).

The main reasons for the losses are :

(i) The difference between end price of indigenously built ships and the actual cost of production, as the present pricing formula is related to international parity price and not to the actual cost of production.

(ii) Heavy interest burden on the loan portion of the capital structure of the compay and working capital loans from banks.

(iii) Higher cost of indigenous inputs.

(iv) Longer delivery time due to long lead time required for procurement of